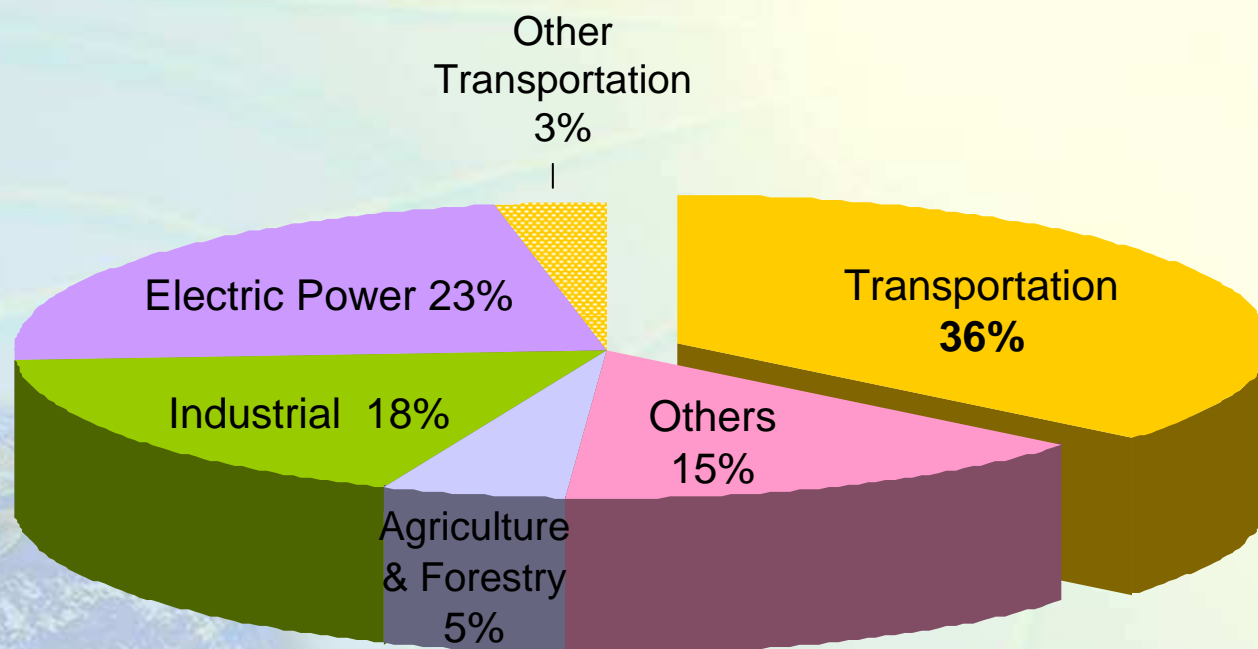


AB 32 Implementation Update: Land Use, Transportation and Vehicle Travel

California Air Resources Board

May 22, 2008

Forecasted GHG Emissions 2020

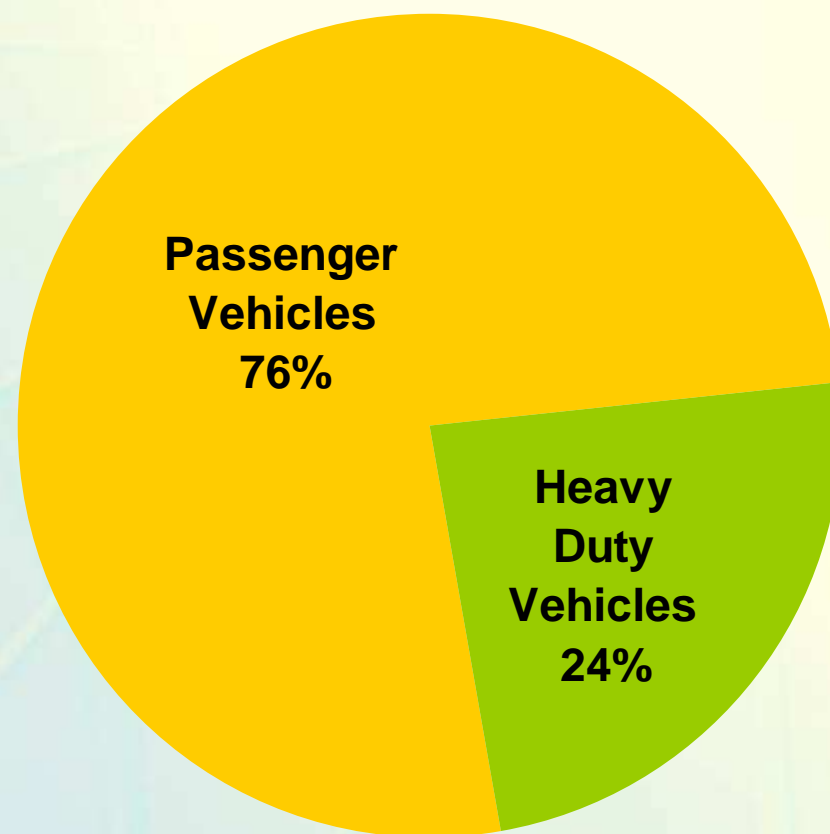


*Preliminary ARB GHG Projections for 2020; Other Transportation: trains, planes, ships

On-Road Transportation Sources 2020

Passenger Vehicles
~ **160 MMTCO₂E**

Heavy-Duty Vehicles
~ **50 MMTCO₂E**



*Preliminary ARB GHG Projections for 2020

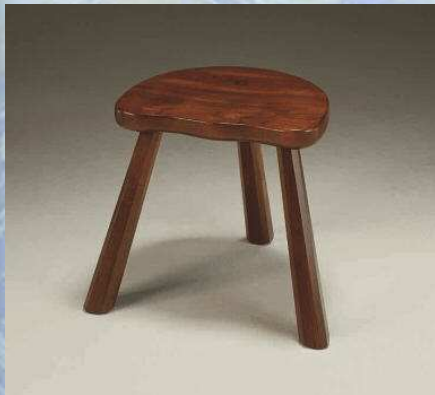
Transportation GHG

$$\text{Transp. GHG} = \left(\frac{\text{GHG}}{\text{Mile}}, \frac{\text{GHG}}{\text{Gallon}}, \text{VMT} \right)$$

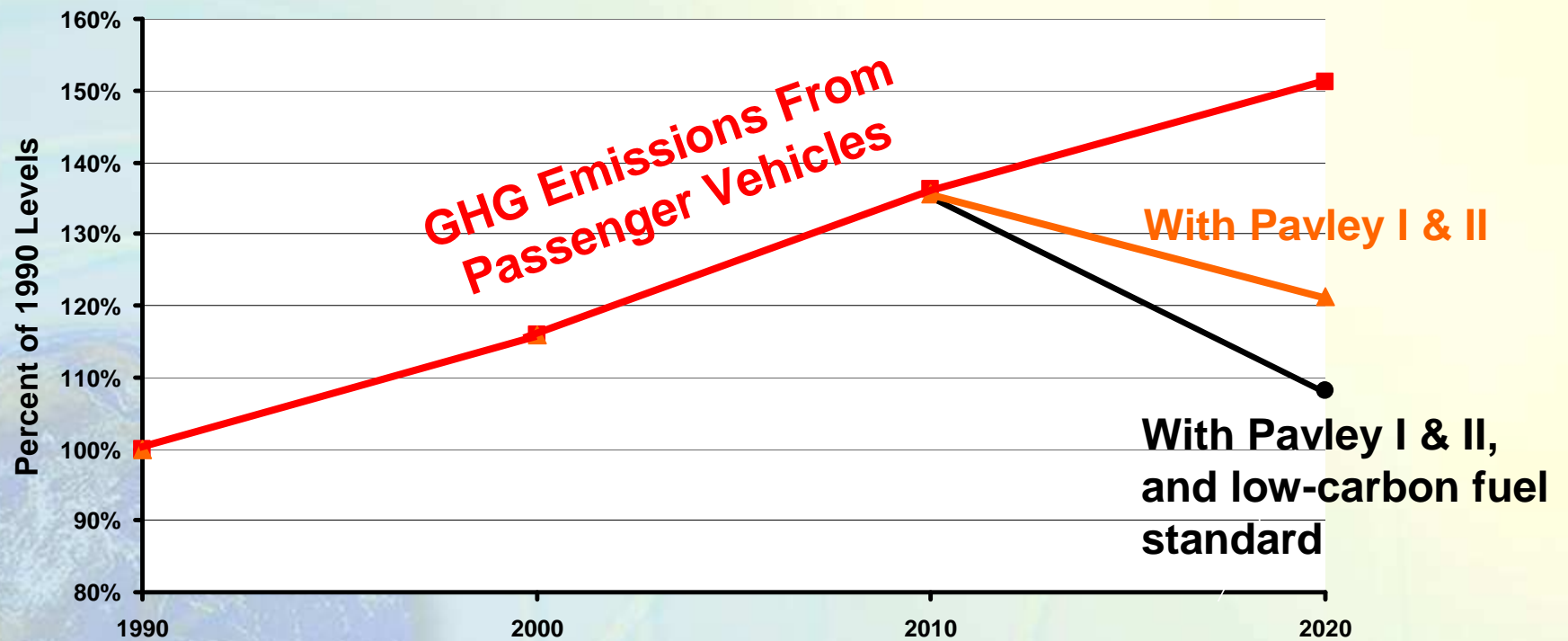
AB 1493
Regulation

Low-Carbon
Fuel Standard

Transp. &
Land Use
Strategies



Reaching 2020 Goals



Drivers of VMT Reduction

Integrated Strategies

Alternate Mode Infrastructure

Transit
Carpool/Vanpool
Bike
Walk

Land Use

Density
Diversity
Design
Destinations

Pricing Signals

Cost per mile
Cost per gallon
Parking costs
Congestion relief costs

Transportation Conservation

Education
Incentives to drive less
TDM Programs

Potential VMT Impacts of Land Use Strategies

<i>Community type</i>	<i>Household VMT/year</i>
Auto-oriented Suburban	28,000 +
Smarter Growth Surburban	17,000 – 23,000
Urban	10,000 – 16,000

Source: ARB-sponsored research, 1995.
Many studies over last decade have shown similar results.

Land Use: A Long-Term Strategy That Must Begin Now

- Land use strategies mostly impact new growth; benefits accumulate
- Population: +13% by 2020; +40% by 2040
- Multiple benefits:
 - Options to increasingly expensive car travel
 - More access to jobs, services, affordable housing
 - Less land used; more open space
 - More physical activity; improved health
 - Improved water/air quality

Long-Term Benefits

Sacramento Region – 2050 Blueprint (Comparison to Base Case)

- More low-carbon travel
25% reduction in per household VMT
- Better jobs/housing mix
27% increase in jobs/housing balance
- Half the land used
362 fewer square miles urbanized
- Reduced Congestion
17% less delay

Outcome of ARB Haagen-Smit Symposium

Haagen-Smit Framework for Action

- Set performance-based targets
- Use Blueprint framework with local accountability
- Establish enabling structure to support local actions

Haagen-Smit: Enabling Structure for Local Actions

- Apply CEQA to GHG emissions
- Secure new funding. Use current funding wisely.
- Promote large-scale project demonstrations
- Rethink zoning
- Adopt proven measures
- Improve measurement tools
- Exert State leadership
- Engage the public

Actions Can Begin Now

- Blueprint processes
- Local climate action plans
- CEQA mitigation